Sacramento Vision Zero Action Plan Update

Taskforce Meeting #1

March 5, 2025

SACRAMENTO | FEHR & PEERS



Task Force Meeting #1

Project Introduction

- Purpose and scope
- Role of the Task Force
- Current Tasks

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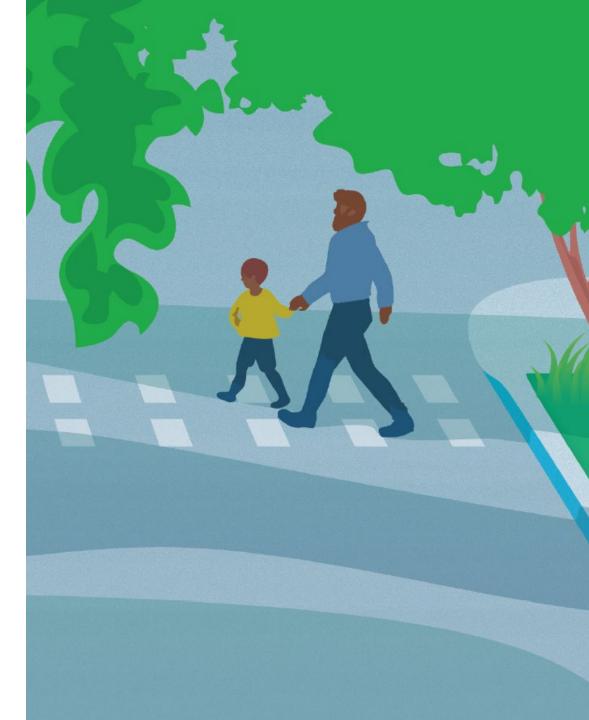
Vision Zero: Past, Present, and Future

- Sacramento Vision Zero Action Plan (2018)
- Activities and Outcomes since 2018
- Concurrent City Projects and Efforts
- Road Safety Looking Ahead

2

Purpose & Scope

- Updated Collision Data Analysis and Profiles
- Robust Community Engagement
- Meet State and Federal Standards
- Implementable Recommendations



Project Schedule

	2025							2026								
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Task 1: Project Management																
Task 2: Data Collection & Analysis																
Task 3: Develop Countermeasures																
Task 4: Listening and Engagement																
Task 5: Prioritization																
Task 6: Draft and Final Action Plan																

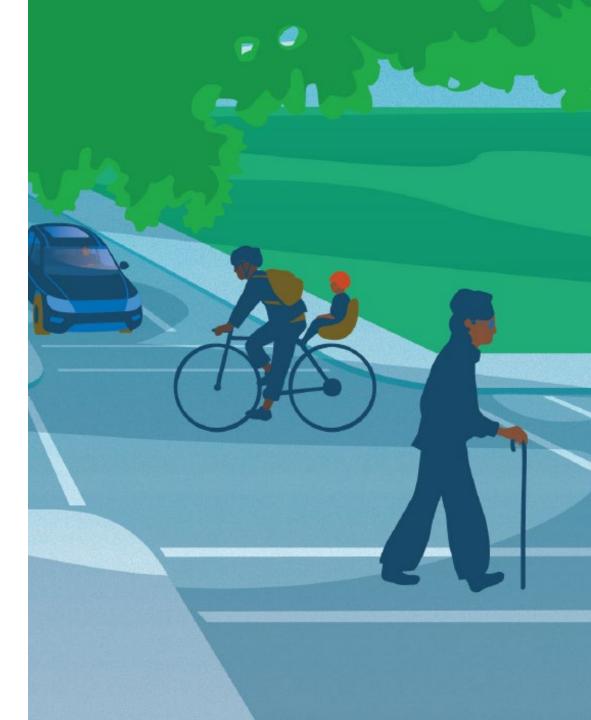
Role of the Task Force

- Provide input on existing City projects and practices
- Develop recommendations
- Oversight on Plan direction and development



Current Tasks

- Tracking Current Practices and Progress
- Benchmarking Assessment
- Review Existing Collision and Context Data
- Community Engagement Plan





Vision Zero Past, Present, and Future

First, Let's Celebrate

The City of Sacramento has shown a deep commitment to improving transportation outcomes through Vision Zero, multiple plans, implementation projects.

Sacramento Vision Zero Action Plan (2018)



RESOLUTION NO. 2017-0032

Adopted by the Sacramento City Council

January 19, 2017

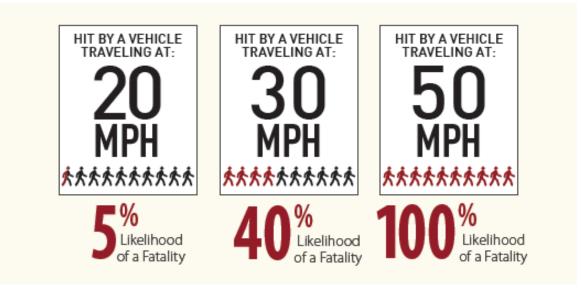
RESOLUTION OF THE CITY OF SACRAMENTO TO ADOPT A VISION ZERO GOAL

BACKGROUND

- A. Traffic safety impacts our community, neighborhoods, health and Sacramento's livability.
- B. During the five-year period from 2010-2014, 130 people died in traffic crashes in Sacramento (26 deaths per year) including 48 pedestrians and 13 bicyclists.
- C. Over the six-year period from 2008-2013, in the category of over-all traffic safety, when compared to cities with a population greater than 250,000, the City of Sacramento ranked 1 of 13 in 2008, 2009, 2010, and 2011, 3 of 13 in 2012, and 6 of 14 in 2013.
- D. Vision Zero provides a framework for reducing traffic deaths and serious injuries through a comprehensive approach.
- E. On March 15, 2016, Council passed Motion No. 2016-0074 directing the City Manager to 1) develop a Vision Zero Action Plan toward eliminating traffic deaths in Sacramento; and 2) establish a Vision Zero Task Force to assist in developing and implementing the Vision Zero Action Plan.
- F. In October 2016, the City of Sacramento embarked on its Vision Zero Action Plan and formed a Vision Zero Task Force.

Sacramento Vision Zero Action Plan (2018)

Unsafe speed is the leading cause of crashes. 2/3 of fatal crashes occur on streets with a posted speed of 40+ mph, which account for just 10% of the City's street network



Top 10 profiles



Alcohol



35+ MPH Streets



30+ MPH Streets



Broadside Crashes



Driver Making Left Or Right Turn



Crashes in Commercial Areas



60⁺ Year Old Pedestrians



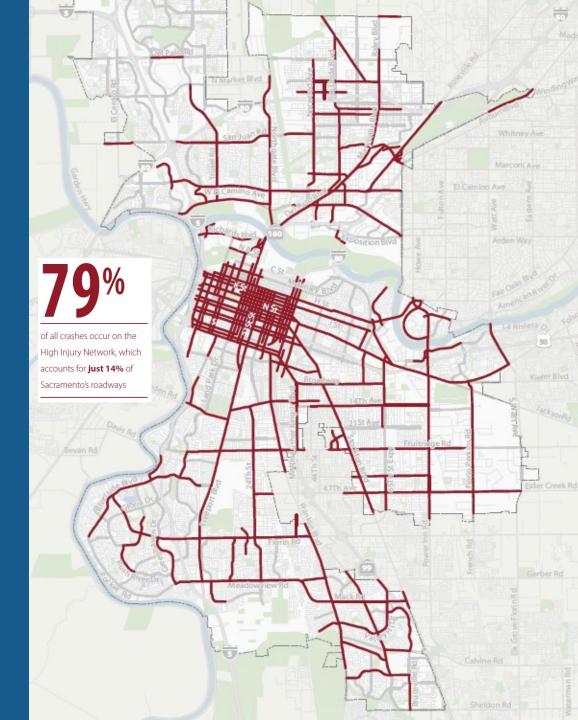
Pedestrian Crossing Outside of an Intersection or Crosswalk



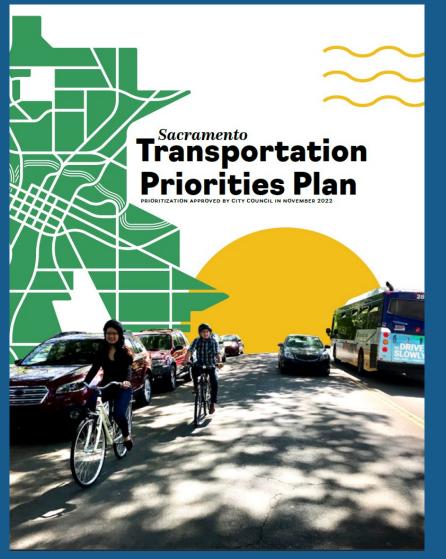
Pedestrian Crashes Near Transit Stops

Vision Zero 2018 Actions

- 1. Vision Zero Program
- 2. Street Design
- 3. Dangerous Behaviors
- 4. Access to Key Destinations
- 5. Vulnerable Road Users



Since 2018...



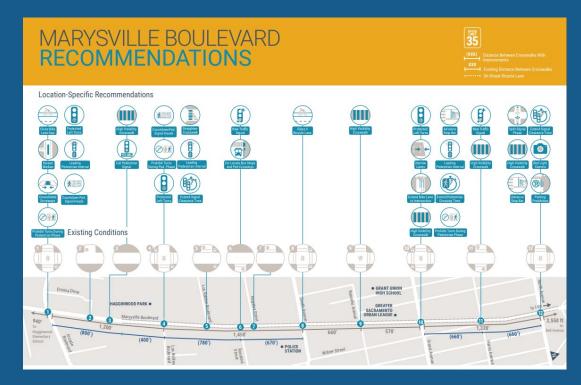


CITY COUNCIL RESOLUTION R2021-0042



Top Ten Vision Zero Corridors Since 2018...

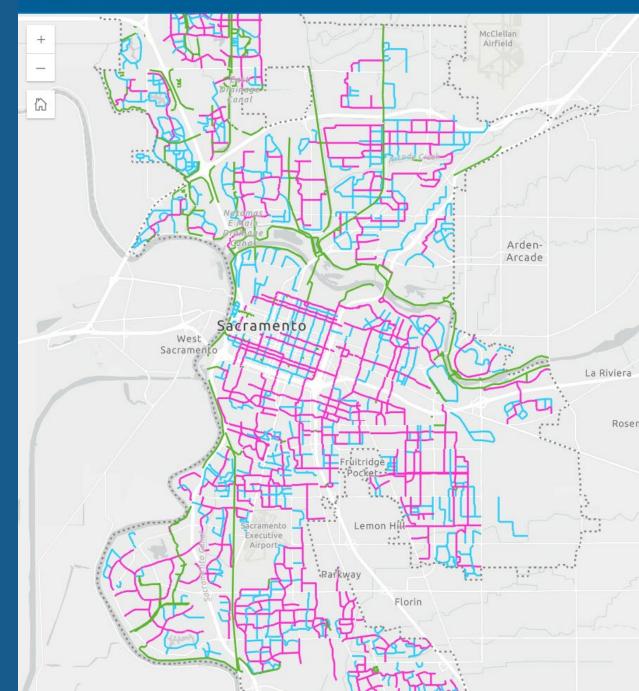
Broadway	In design phase
12th Street	Road diet done!
Marysville Blvd	In preliminary design, looking for funding
Stockton Blvd	Part of SacRT BRT Study
Arden Way	Won Caltrans planning grant
Howe Ave	Planning phase



What's going on now?

- Speed Limit Setting Study
- Neighborhood Connections Plan
- Streets for People Plan
- Collision Dashboard
- AB 413 Daylighting Implementation

Neighborhood Connections Network Map



Leaning Further into Safety

Early Vision Zero adopters shifted to a Safe System Approach.

It recognizes there is a <u>shared responsibilit</u> y in building, maintaining, and operating a safe system.

THE SAFE **SYSTEM**

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



Humans Are

SAFE SYSTEM PRINCIPLES

Ø

Death/Serious Injury is Unacceptable

While no crashes are desirable, the Safe System approach prioritizes crashes that result in death and serious injuries, since no one should experience either when using the transportation system.

Humans **Make Mistakes**

People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances and

Vulnerable People have limits for tolerating crash forces before death and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and

avoid death and serious injuries. 0.0.0

Safety is Proactive

All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to

Proactive tools should be used to

identify and mitigate latent risks in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system are strengthened, so that if one part fails, the other parts still protect people.

accommodates human vulnerabilities.

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U.S.Department of Transportation Federal Highway Administration FHWA-SA-20-015

Responsibility

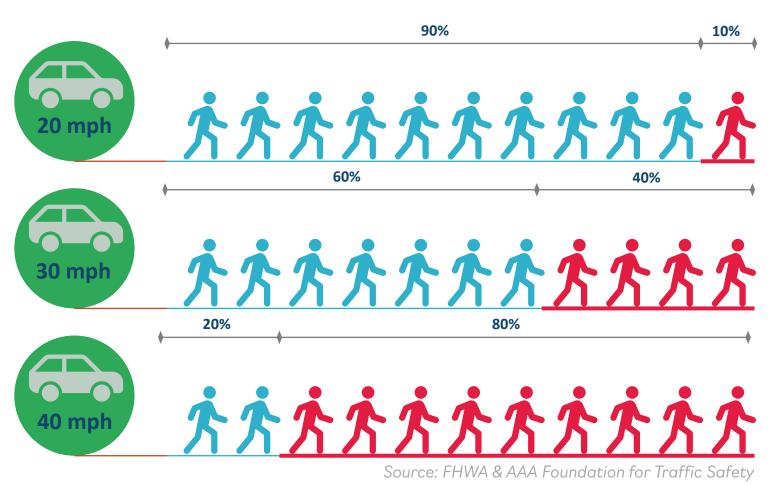
fatal or serious injuries.

is Shared

Safe Roads for a Safer Future ment in roadway safety saves live.

Vision Zero 2.0

- We've learned a lot
- Kinetic energy (speed & mass) increases the risk of death
- Vision Zero 2.0 integrates the Safe System Approach, building on what we've learned & institutionalizing safety



- If hit by a person driving at (## mph).
- Person survives the collision.
- Collision is fatal for the pedestrian.

Discussion Questions



What about the paradigm shift to a safe system approach resonated with you?



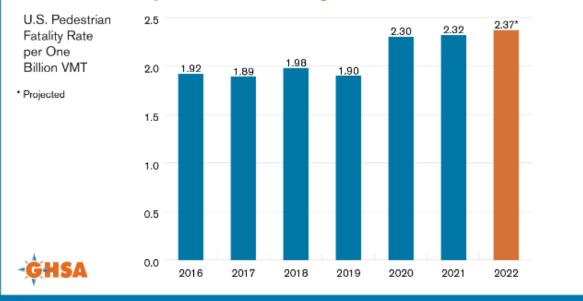
What barriers or challenges do you anticipate when making this shift?



Who else should be included in these safety conversations?

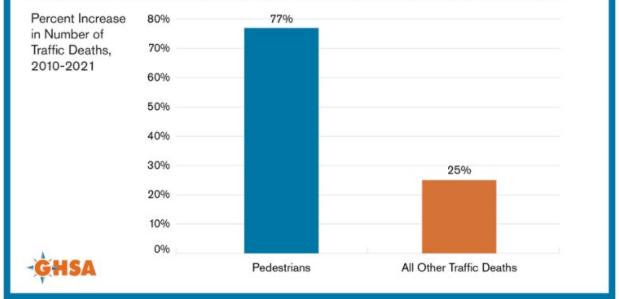
Collision Trends

National Collision Trends



Pedestrian Fatality Rate Increased Yet Again in 2022

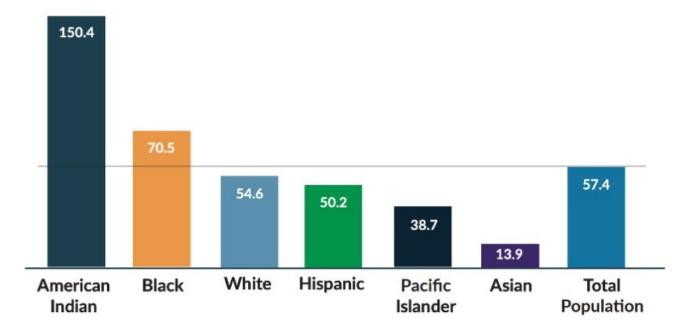
Pedestrian Deaths Are Increasing Faster Than All Other Traffic Fatalities



Source: Governors Highway Safety Administration Pedestrian Traffic Fatalities by State: 2022 Preliminary Data https://www.ghsa.org/resources/Pedestrians23

National Collision Trends

Total U.S. Traffic Deaths per 100,000, 2016-2020



Source: U.S. traffic deaths disproportionately affect Black and American Indian people. Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates; Fatality Analysis Reporting System (FARS): 2016-2020 Final File and 2021 Annual Report File (ARF)

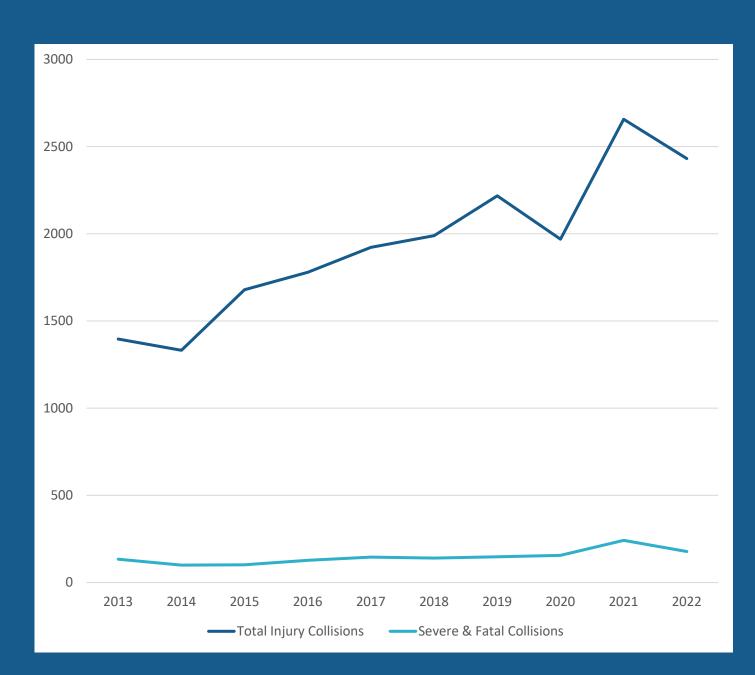
State Commitment

State of California DEPARTMENT OF TRANSPORTATION	California State Transportation Agency	Califo	omia Dep	partment of Transportation	-	14 14 14115 - 1
Memorandum		Di	ire	ctor's Policy	Number:	DP-36
					Effective Date:	February 15, 2022
DEPUTY DIRECTORS DISTRICT DIRECTORS DIVISION CHIEFS	ate: January 16, 2024	×			Supersedes: Responsible	New
					Program:	Division of Safety Programs
LISA RAMSEY Lisa Ramary. Acting Chief		Title	e	Road Safety		
	ETS: CONTEXTUAL DESIGN	Poil		eliminate fatalities and serio	ous injuries on Cal	ifornia's roadways by 2050
mission to provide a safe and reliable transportatio people and respects the environment. In the 2021 Complete Streets (DP-37), the California Departme committed to the design and development of cor connected complete streets facilities for people w transit or passenger rail. This Design Information Bu accordance with DP-37 and is effective immediate latest significant step in the implementation of that	n network that serves all Director's Policy on ant of Transportation (Caltrans) infortable, convenient, and alking, biking, and taking letin (DIB) is issued in ely. DIB-94 represents the policy and meets a critical	Bac	ckgro	 Prioritize the eli through our ex with developm to enhance the Eliminating rac disparities in root 	mination of fatal isting safety impro- nent and impleme e safe use of our r e-, age-, ability- c ad safety outcom	and serious injury crashes ovement programs along entation of new programs roadways. and mode-based nes.
	DEPARTMENT OF TRANSPORTATION Memory and a sequence of complete streets (DP-37), the California Department of complete streets for people with DP-37 and is effective immediate latest significant step in the implementation of that need by providing new flexibility in the design of complete street in the stree	DEPARTMENT OF TRANSPORTATION Memorandum DEPUTY DIRECTORS DISTRICT DIRECTORS DISTRICT DIRECTORS DIVISION CHIEFS	Side of California State Iransportation Agency Memorandu University DEPUTY DIRECTORS DISTRICT DIRECTORS DISTRICT DIRECTORS DIVISION CHIEFS LISA RAMSEY Luse Remery Acting Chief Division of Design DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN California recognizes the importance of Complete Streets in supporting our mission to provide a safe and reliable transportation network that serves all people and respects the environment. In the 2021 Director's Policy on Complete Streets (DP-37), the California Department of Transportation (Caltrans) committed to the design and development of comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. This Design Information Bulletin (DIB) is issued in accordance with DP-37 and is effective immediately. DIB-94 represents the latest significant step in the implementation of that policy and meets a critical need by providing new flexibility in the design of context-sensitive facilities that	State of California State Transportation Direction a state Transportation Agency Memorandu Comparison Direction a state Transportation Agency DEPUTY DIRECTORS Date: January 16, 2024 DISTRICT DIRECTORS Date: January 16, 2024 DIVISION CHIEFS Itil Policy DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN Tille Policy Design DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN Policy California steps the importance of Complete Streets in supporting our mission to provide a safe and reliable transportation network that serves all people and respects the environment. In the 2021 Director's Policy on Complete Streets (DP-37), the California Department of Transportation (Califrans) conmitted to the design and development of comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail. This Design Information Bulletin (DIB) is issued in accordance with DP-37 and is effective immediately. DIB-94 represents the latest significant step in the implementation of that policy and meets a critical need by providing new flexibility in the design of context-sensitive facilities that Background State Policy	DEPAITMENT OF TRANSPORTATION Memorandum DEPUTY DIRECTORS DISTRICT DIRECTORS DISTRICT DIRECTORS DIVISION CHIEFS LISA RAMSEY Lise Atomasy Acting Chief GuiDance DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN GUIDANCE California Department of Transportation of Design Decomplete Streets (DP-37), the California Department of Transportation (Califrans) committed to the design and development of comfortable, convenient, and connected complete Streets (DP-37), the California Department of Transportation (Califrans) committed to the design and development of confortable, convenient, and connected complete Streets face frequency in the implementation of that policy and meets a critical need by providing new flexibility in the design of context-sensitive facilities that	Control to state interportation Agency California Department of Transportation (California) Deputy DIRECTORS Division of Design DESIGN INFORMATION BULLETIN-94 COMPLETE STREETS: CONTEXTUAL DESIGN GUIDANCE Collifornia Department of Transportation (California) people and respects the importance of Complete Streets in supporting our mission to provide a safe and reliable transportation network that serves all people and respects the environment. In the 2021 Director's Policy on Complete Streets (DP-37), the California Department of Transportation (California) committed to the design and development of comfortable, convenient, and accondance with DP-37 and is effective immediately. DiR-94 represents the latest significant step in the implementation of that policy and meets a critical meed by providing new flexibility in the design of context-sensitive facilities that

2013 - 2022 In Sacramento...

>20,500 injury collisions1,200 severe injury collisions330 fatal collisions

1,824 involved people walking 1,968 involved people biking



2013 - 2022 Sacramento Collision Factors & Types

Top Primary Collision Factors

Unsafe speed (26%)

Auto ROW Violation (19%)

Traffic Signals & Signs (17%)

Improper Turning (11%)

DUI (7%)

Top Collision Types

Broadside (55%)

Rear-End (23%)



Next up...

- Phase I Engagement: Introducing the Vision Zero 2.0 update
- Project team reviewing roadway context and crash data
- <u>Early April</u>: Safe System Approach Workshop with Task Force